Thirdly, the road from Todupuzha to Karimannur might be joined from its 6th mile to the Vazhakkulam-Kotamangalam road.

Lastly, the Member requested that the Todupuzha-Muvattupuzha road might be connected from the 9th mile to the Todupuzha-Palakkuzha road at its 6th mile.

Dewan's reply.—Mr. Kuncheria, in regard to backwardness of communications in your taluk there is no difference of opinion as between you and the Government; but I do not think that communications in your taluk are so bad as you want to make out. The density of population of your taluk is 118 per square mile. You grant that, judged by the density of population elsewhere, say, in the coast taluks, your taluk is still very sparsely populated, the density there being about 1,000 per square mile. You must also remember that the Todupuzha taluk has been newly opened up, and that having a net-work of roads through and through the taluk is a matter of time. It is not a thing which can be achieved in one or ten or even 20 years. It is a gradual process. We do recognise that Todupuzha is backward in communications, and, as I stated last year in the Assembly, we do attempt, with the limited resources at our command, to give increased allotments and we have given increased allotments for certain works which are now being carried out. We have also made arrangements for starting the construction of a bridge at Todupuzha itself, and we will, as time goes on, do our best to improve the means of communication in your taluk and spend as much money as possible.

You have referred, in particular, to some roads. The Government recognise the importance of the first road mentioned by you, *viz.*, Todupuzha-Arakkulam road, and the necessity for extending it eastward to meet the Kumili road. It is a very big proposition. All the region beyond Arakkulam is reserved forest and it goes across the cardamom hills area. The success of this route will depend upon the completion of the road from Devicolam to Peermade. It will take very many years for its completion. It is an important road and it would afford much facility for communication. We propose to expedite the work on that road as far as possible.

The next road you referred to, is the one from Minachil to Arakkulam connecting Muttam with the 2nd mile of the Antinad-Melkavu road. That is equally important. We have recognised the importance of that road also. The Chief Engineer proposes to investigate it. When he has investigated it and prepared an estimate, we shall try to allot money for starting that work.

The third work that you referred to, *viz.*, the road to connect Karimannur and Neyseri road with the Todupuzha-Vazhakulam road, is, I think, not quite so urgent for the reason that the Vazhakkulam road itself has just been started. We have, I would rather say, not started the work yet. The alignment has been done; land has to be acquired; and when that road is completed, it will be time for us to consider the question of constructing the road you refer to.

The fourth road you mentioned is the short connection between the Todupuzha-Muvattupuzha road and the Todupuzha-Palakkuzha road. That is a short road and is now a village track. That also will be investigated. But I must request you to remember that all these are matters which will take time. There is no use in saying: 'You promised to give us more money at the last Assembly; you promised to improve communications; what have you done?' One year is a very short time to expect tangible improvement. We shall try our very best to improve communications in North Travancore. We know that North Travancore is backward in communications.

76. Means of communication in the Kunnatnad taluk.

Mr. C. P. Tarakan (Member, Kunnatnad taluk) thanked the Dewan for his presence in the House and began his representation by a reference to the sad demise of Mr. C. J. Curien of Kottayam, member of the Legislative Council and a prominent member of the Syrian Christian community. Coming to his representation proper, the Member prayed for the widening and deepening of the Pappara

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canal, about half a mile in length, to facilitate communication for the people of Muvattupuzha and Todupuzha. He estimated that that could be done at a cost not exceeding Rs. 3,000.

The Member next prayed that the Chittappuzha, Edappalli, Muvattupuzha and Ramamangalam village roads and the road to the Kuruppanpati-Kuttikkal trace might be improved. The Member said that, though cart roads were rare in his taluk, there were many village roads and observed that those could be converted into cartable roads very easily and without much expenditure and prayed that at least thirty roads including those mentioned above might be made cartable as was done in localities like Karunagapalli and Kartikapalli. He added that the first 3½ miles of the Pattipuzha road was already made cartable by the people and prayed that the remaining six miles of the trace where the work was easy enough might be taken up by the Government and the road made cartable at an early date. It was stated that there was at present not a single road in the eastern portion of the taluk, a region 12 miles in width and 20 miles in length.

Again, the Member prayed that, if a road to the Cochin Harbour could be constructed, it would be of immense use to the public as well as the Government.

Next, the Member referred to the maintenance of roads in his taluk. He observed that the maintenance grant was insufficient, and that consequently the roads were in disrepair. He added that the rate of maintenance was less than that obtaining in south Travancore. He prayed that the village roads in his taluk might be better maintained. He referred to a circular issued by the P. W. D. in regard to village roads that the maintenance allotment for a particular road should be spent on that road itself and represented that being a bad policy, it stood in need of revision.

Lastly, the Member prayed that the roads constructed by the ryots of his taluk might be taken over for departmental maintenance, as it was not possible for the people to maintain them in sound condition. He suggested that the ryots' road from Parakkode to Papparakkadavu might be immediately taken over for maintenance by the Government and that the advices of non-officials might be secured in the revision of the rules relating to ryots' roads.

Dewan's reply.—Mr. Tarakan, you referred, at the beginning of your speech, to a very painful subject, *viz.*, the death of our esteemed citizen and member of the Legislative Council, Mr. Curien. I have known Mr. Curien ever since I came to this country and I have held him in very great esteem. He was a very level-headed man of great experience and common sense, and in his death we have lost a very useful citizen and a very useful member of the Legislative Council. I trust that you will convey, on my behalf and on behalf of this House, our feelings of sympathy and sorrow at his death.

In regard to the improvement of communications in the Kunnatnad taluk, I find that the Chief Engineer is in general agreement with you. He says that the specific works you have referred to are not likely to cost very much—prohibitively at any rate—and that they must be investigated and started as soon as possible and as far as funds permit. I shall see that the necessary investigations are made and that such money as is possible is allotted for the starting and continuance of these works.

Then you referred to the rate of maintenance of roads and said that the rate of maintenance was lower in North Travancore than in South Travancore. We make no sharp distinctions between North Travancore and South Travancore or Central Travancore in regard to maintenance. The rate of maintenance of a particular road depends upon the amount of traffic and the nature of the road. If it is a metalled road, it may be apparently a bit high, but in the long run it is cheaper. On the other hand, in the case of gravelled roads, probably, every year, we have to spend money on their maintenance. Therefore, the chief deciding factor in regard to the maintenance of roads is the amount of traffic on the roads and not their geographical position. If a particular road is in a very bad condition and requires special repair and a larger allotment for maintenance, I am sure the Chief Engineer will approach the Government and obtain the necessary allotment.

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You referred to a circular issued in regard to village roads stipulating that the maintenance allotment for a particular road should be spent on that particular road itself. I understand from the Chief Engineer that a circular to that effect was issued recently. That was issued because a Legislative Council member complained that the maintenance allotment of a particular road in his taluk was diverted for the maintenance of other roads. But, I think, what you say is right. In the case of village roads and minor roads for which the rate of maintenance is very small, it is not necessary that small amounts should be frittered away on particular roads every year. That is what the Chief Engineer also says. It is certainly better to conserve all the money and spend it on a few roads improving those roads substantially. It was due to the complaint of a member of the Legislative Council that that circular was issued. I do not think that it is a proper circular. The Chief Engineer says that he will instruct his subordinates to divert, if necessary, money from one road to another within a particular taluk or section.

As regards the maintenance of the particular ryots' road mentioned by you, it will be taken over by the P. W. D.

In regard to the revision of rules relating to ryots' roads the Government will certainly be very much pleased to consult non-officials. I shall ask the Chief Engineer to hold a conference of non-officials and P. W. D. officials to see how far the rules may be made more workable than they seem to be now.

77. Some urgent public works within the town of Parur.

Mr. M. P. Jacob (Member, Municipal Council, Parur) said that almost all the public works which formed the subject of his representation had already come in for representation at all the previous sessions of the Assembly. Although Government had recognised their usefulness to a large section of the population, those works had not yet received any favourable consideration. If population and taxation were the criteria for the distribution of public expenditure, it should be stated that Parur taluk had the right to claim a large share in such expenditure. The Member then urged the need for the following works :—

(1) The deepening of the Parur-Cheriapalli canal, known as *Pattini-todu*, so as to make it navigable throughout the year. He represented that that was the only canal through which the people of Verapoly, Kottuvalli, Kunamavu, Puttanpalli and other villages could go to the town and the market.

(2) The construction of a cartable road from Parur to Chakkarakkadavu ferry.

(3) The gravelling of the ungravelled portion of the Parur-Cheriapalli road, and the Ammankovil-Kannankulangara village road.

(4) The construction of a bridge across the Parur-Cheriapalli canal where it crosses the Parur-Anchal village road.

(5) The opening of a road from Kottuchirappadam ferry connecting it with the Parur main road and the putting up a bridge near the ferry over the Puttantodu so as to connect Parur with Pallanturuttu.

(6) opening of roads on either side of the Cutcherry *todu*.

(7) provision of landing ghauts at (*a*) the public market; (*b*) Tattukadavu ; (*c*) Cutcherry *todu*.

(8) the repair of the Kala *todu* drainage channel.

(9) the repair of the Palli *todu* drainage channel.

Dewan' reply.—Mr. Jacob, you say that representations have been made for the last 19 years in regard to the needs of the town of Parur, that they have so far fallen on deaf ears and that you do not see any justifiable reason why Government should neglect your town. My difficulty is this. If you approach the subject from the standpoint that Government must do every work that is necessary in connection with a particular town, I plead guilty to the charge. There are a number of improvements which are necessary in each and every town in the State, not to speak of villages. The question is, how far Government could do all this, and do it within a

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